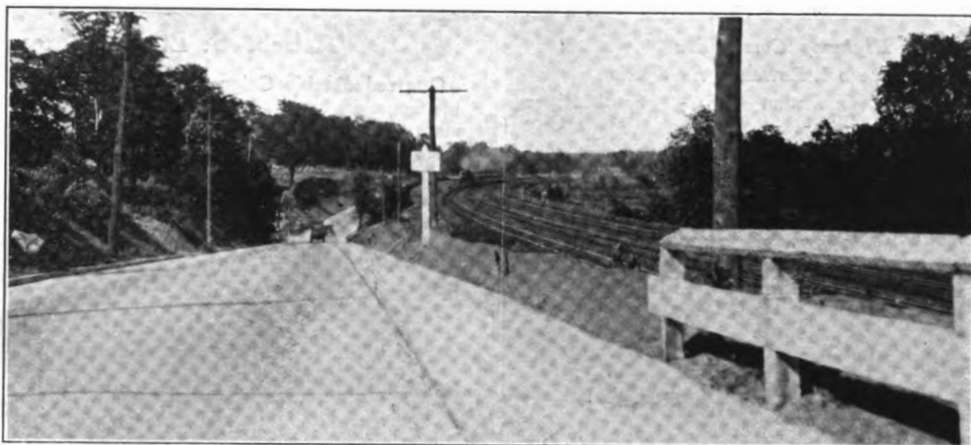


The Highwayman

The Highwayman is Out
For More and Better Roads
in New Jersey

October, 1921
Vol. I
No. 3



The Challenge

Behold, you Knights of the Steel-rail; come forth and answer the challenge!

I speak for Highway-men, everywhere, high and low. From the road patrol to the chief Engineer; and from New Jersey to California.

The Nation's products must be transported. Must be kept moving. The raw materials from the farm and the mine to city and factory; and the finished product back again to the farm and the small town.

The means for that circulation constitute the very arteries and veins of our national life.

But we've been having sclerosis—hardening of the arteries!

What's wrong?

Once in a while,—when I get in from the road, I see a paper. And by the papers I see that the railroad managers, and the railroad men, and the Interstate Commerce Commission, all blame each other for the condition that exists.

But the people—the plain guys who *do business*—can't sit around twiddling their thumbs and wait interminably while you-all settle your arguments.

Either you folks have got to get together and get your rolling-stock rolling again somewhere down on a level with other lines of business, or the Nation's traffic is going to roll over highways.

That's not a boast on our part. It's just a statement of flat-footed facts. Road transportation, by truck, or stuff that should be moving by freight, constitutes one of our biggest problems right now.

The highways should be *feeders* for the railroads. But they can't keep on feeding, while the R. R.'s have indigestion! We *don't want* to handle the stuff that should be going by freight. We hope that a lot of the trucking that's been done represents a temporary condition.

But if you're going to force it to be permanent, then we'll have to take care of it in—and on—a durable, permanent way!



He sure
my goat!

Get Out of the Bus and Meet Some of the Boys

Say, maybe I didn't get mad the other day.

For a second-hand wad of chewing-gum, I'd have shot up the whole darn town! Got lassoed into a lunch at one of those swell clubs, where the bird in the coat-room wanted me to check my spurs, for fear I'd mar the polish on the floor.

One member of the company got my goat. His front name was Percival. He wore one of those sweet little *mustachios* you could cover with a revenue stamp. And an overcoat that looked like it was made to discover the North Pole in. He must have been the original model for the tailor-made sport in those Springfield-Kelly tire ads!

"No wonder our roads don't lawst", drawled this specimen. "The men they employ to build the roads don't know how to *work*. They're only bums and ruffians. I saw a gang of them the other day—a very rough looking lot, I'll say! They cawn't know how to work."

"Work!"—Say I'll bet a quart the nearest that insect ever came to *work* was cheering for his side at a polo game!

Of course the boys who build your roads are a rough looking lot! You get out and level wet aggregate or dump batches in a mixer skip all day, and see whether you look "smooth".

And in these mixer gangs who are netting the country with threads of concrete, you'll find as good workmen as you find anywhere. Many of 'em are artists at their work; they take as much pride in turning out a good *road*, as you do in turning out a good product in *your* business.

Try this:—*next time you get near a road construction job, stop your car long enough to go take a look at the job.*

If you don't feel repaid for your trouble, next time we meet I'll treat the bunch. 'Till then—



You know
his kind!

The Highwayman

The Highwayman

The Highwayman

Published Monthly By The

State Highway Department, at Trenton, N. J.

The HIGHWAYMAN will be sent free upon application to any citizen of New Jersey who is interested in "More and Better Roads For New Jersey!"

THE HIGHWAYMAN

THOS. J. WASSER, *Editor in Chief*

Assistant Editors

A. LEE GROVER
C. F. BEDWELL

R. B. GAGE
EDWARD E. REED

CHAS. FISHBERG

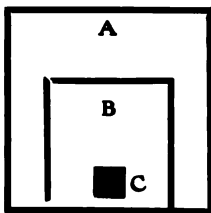
Managing Editor

F. F. ROCKWELL

State Highway Commission

Governor EDWARD I. EDWARDS, *Ex Officio*

Hon. GEO. L. BURTON, Chairman	- -	South River
JOHN FERRIS	- - - -	Jersey City
GEORGE PADDOCK	- - - -	Newark
WALTER F. WHITTEMORE	- - - -	Newton
THOMAS E. COLLINS	- - - -	Elizabeth
ALBERT S. L. DOUGHTY	- - - -	Mt. Holly
CHAS. F. SEABROOK	- - - -	Bridgeton



Roads vs. Scrap Iron

A=2,890 millions for interest, pensions, and other expenses arising from past wars.

B=1,348 millions for Army and Navy (preparations for future wars).

C=85 millions for public works of all kinds.

Above is our National Mad House A. B. C.

The figures represented show that we are spending this year a total of 4,239 millions of dollars for scrap-iron; and 85 millions for public works of all kinds.

It may be that while others are building bigger and bigger navies, and maintaining big armies, we have to do it, too.

But the fact remains that WAR is costing us, as well as all other nations, a sum that is out of all sane proportion to our other expenses.

A modern battle-ship, fully equipped, costs about \$20,000,000. That is only the "first cost". And in a few years, it's literally nothing but scrap-iron.

The entire annual appropriation from State, County and Township sources for road work in this state is around \$15,000,000. Of course, only a part of this is for new road construction; and only a part of this part is for hard-surfaced roads, the cost of maintenance on which of course, is very much less than for ordinary dirt roads.

If we can do away with, or even cut down,



Albert S. L. Doughty

Our redoubtable Colonel Doughty has been a conspicuous figure in State affairs for a long period. Getting his early training as a traveling salesman, he has for fifteen years been engaged in the coal and lumber business.

For several years Mr. Doughty was under-Sheriff of Burlington County. In 1917 he was named by Governor Edge as a member of the Board of Managers for the State Home for Girls and served as president and treasurer of that body.

Upon the recommendation of the State Highway Commission Colonel Doughty was appointed to the new commission by Governor Edwards. Until December he was the only South Jersey representative on that body, having jurisdiction in highway matters over all the territory south of Middlesex County. In politics he is a Republican.

Some one has said that the Col. has a 'brow like Mark Hanna's and a jaw like Jack Dempsey's', at any rate, like both those gentlemen, he's noted for putting things through. Just recently, the Colonel has taken on a "general manager"—much to the relief of all the young men about Mt. Holly, who stood little show while the Colonel was still at large!

To Advertisers A Very Important Notice

When the HIGHWAYMAN started out, a couple of months ago, in the interest of "more and better roads", the question of advertising space naturally came up for discussion.

It was decided that no advertising would be carried.

Since the appearance of the August and September issues, however, we have found it necessary to increase our size in order to give to the public all the road information which is wanted.

Furthermore, a number of our good friends, substantial and reliable supply companies and contractors, have asked for space to tell their story in the HIGHWAYMAN.

So, beginning with the November issue, we will have a limited space for advertisers. Accounts for 12 insertions only will be accepted. We reserve the right to select type, etc., for "set up" of advertisements, to keep them in conformity with the general appearance of reading matter in the HIGHWAYMAN.

To advertisers who are interested we will be glad to quote rates, upon application.

the WAR burden, you can imagine what it's going to do for ROADS.

It's worth thinking about. It's worth working for.

And Furthermore, it's YOUR business. YOU pay the bills for both roads and scrap iron!

of New Jersey



Dear Tom—Your darned "Highwayman" has held up everybody in the office.—McC.

A Cackle from McClave

(With the usual apologies to K. C. B.)

Dear Tom:
We have seen
That YOU
Have now become
EDITOR,
And are publishing
THE HIGHWAYMAN.
The TITLE
Is good
But it means
TWO things.
Now,
If your paper
IS O. K.
And does NOT
Tell you
To HOLD UP
People,
We WOULD LIKE
To have you
MAIL IT to us

REGULARLY,
To our
Cliffside, New Jersey,
Address.
Also, TOM,
We have seen your
STATE AID
Specifications
And like them
IMMENSELY.
We would be glad
To keep
A copy, or TWO
ON FILE
In our office
IF you can spare
Them.
YOURS,
Until the
ROOSTER lays—
An egg.
McCLAVE & McCLAVE,
By B. Duncan McClave.

Boys—Just Notice What is Said About the EATS!

No! The Highway Association is not dead!!

It is hereby decreed that all members of the Band shall assemble at Camp Edwards, Sea Girt, N. J., on Saturday, October 15, 1921, there to meet in friendly contests of various kinds, not omitting an eating contest.

Earl Storer will act as a committee of one for the arrangement of athletic events, and he requests that all members of the Band who are ambitious to compete in any standard form of athletics communicate with him (in care of the Maintenance Division, New Jersey State Highway Department, Trenton, N. J.) at the earliest possible moment, stating what they think they can do, either in running, jumping, baseball, football, or other sports. If anyone can get together a baseball or football team, please make arrangements to do so, and notify Mr. Storer so that a suitable team can be found to compete with. Any suggestions along this line will be welcomed if promptly sent in.

G. R. Moore will act as a committee of one in charge of eats and refreshments. As soon as arrangements are perfected and the cost determined, this information will be forwarded to members of the Band.

J. J. Tyman will act as a committee of one in charge of transportation, and he will also communicate with the members of the Band at a later date, giving the details of arrangements for transportation.

Fail not of attendance under penalty of missing a good time.

Signed: ALEX. W. MUIR, President.

NEW JERSEY STATE HIGHWAY DEPARTMENT

December 1st, 1920

Executive

HON. EDWARD I. EDWARDS, Governor

The State Highway Commission

and

THOMAS J. WASSER, State Highway Engineer

ADMINISTRATION

A. LEE GROVER, Secretary and Chief Clerk

M. L. HOWELL - - - Chief Auditor and Accountant

CHAS. FISHBERG - - - Assistant Chief Clerk

MISS GRACE WILLIAMSON - - - Chief File Clerk

R. W. WILDBLOOD - - - Purchase Clerk

CONSTRUCTION DIVISION

C. F. BEDWELL, Construction Engineer

R. A. MEEKER - - - Right of Way Engineer

C. A. MEAD - - - Bridge Engineer

C. A. BURN - - - Supervisor of State Labor

ROY MULLINS - - - Northern Division Engineer

H. D. ROBBINS - - - Central Division Engineer

J. A. WILLIAMS - - - Southern Division Engineer

MAINTENANCE, EQUIPMENT AND PROJECTS DIVISION

EDWARD E. REED, Assistant State Highway Engineer

A. W. MUIR - - - Superintendent of Maintenance

N. C. APPLGATE - - - Superintendent of Equipment

A. D. BULLOCK - - - Projects Engineer

H. C. SHINN - - - Engineer of Special Assignments

TESTING LABORATORY

R. B. GAGE, Chemical Engineer

J. G. BRAGG - - - Senior Testing Engineer

F. H. BAUMANN - - - Senior Testing Chemist

They Never Lay Döwn!

Mary had a little Hen,
Out on her farm you know,
It mattered not where Mary went,
That Ford was sure to go!

MR. A. W. MUIR,

Supt. of Maintenance, Trenton, New Jersey.

Dear Sir:—I herewith submit the names of the following whose equipment is in unusually good shape:

Foremen

Chauffeurs

Carr
McMahon

Simon Titworth
Jacob Titworth

Roller Men

Beach
MacDonald
Pittenger
Stone
Stout

Reed
Eviory
King
Cotter
Gray

In connection with the above I have mentioned only the men whose equipment is not only in good mechanical condition, but also of good appearance outwardly. But if any names are to be inserted in the HIGHWAYMAN I believe some mention should be made of men who have kept in good mechanical conditions, equipment, which on account of age and previous hard usage, it has not been possible to keep of good appearance outwardly. Along this line I would mention the following:

Roller Men

Mitchell, Buffalo Pitts Rollers No. 10014.

This roller was one of the first three purchased by the Department in 1913, and was used on construction work for some years.

Chauffeurs

Ucho, who has kept a Heavy Aviation in continuous service all season with very few calls on the Equipment Division.

Hildebrandt, who has kept a White in service so far this season.

Very truly yours,
JOHN J. STANLEY, Supervisor.

The Highwayman



For every \$1.50 that is spent for roads, \$2.60 is spent for tires.
ROADS are an investment; tires are not.

Tires Cost More Than Roads

Did it ever occur to you that the 260,000 motor vehicles registered in the State of New Jersey, including trucks, would spend approximately \$26,000,000 per year on tires alone? Compared with this enormous cost for tires, the road-bed over which the vehicles go, that is to say the roads and highways of the State, receive an expenditure of about \$15,000,000 yearly. This \$15,000,000 includes new construction and maintenance of state, county, and township roads.

The total value of motor vehicles in the state probably exceeds \$300,000,000. The valuation of the railroads in the State of New Jersey is approximately \$372,000,000. The railroads invest in roadway or track, bridges, and so forth, a sum several times in excess of the cost of its rolling stock. The original cost of the construction of roads and highways, not including city streets, is approximately one-half of the value of the motor vehicles which use them.

Investors in motor vehicles, individually and collectively, could profitably consider the importance of roadways in the same sense as managers of railroads do. Millions have been spent by railroads to lessen grades, flatten curves and use heavier rail because the cost of fuel, depreciation on equipment, maintenance of road beds, and labor saved equaled such an amount that it paid a good return on the money invested in these improvements, in addition to giving far superior service and safety.

If improved or smoother pavements would save one-tenth the tire bill of the state per year, the amount saved would approximately equal the amount raised yearly by the direct state tax of 1 mill per dollar. There are no figures available from which we might approximate the saving of time due to better roads, but we can readily see that this item alone would amount to a gigantic figure.

Improvement of grades lessens the fuel bill considerably. Taken collectively this would also amount up into large figures. There are unlimited opportunities for a statistician to delve into the matter of costs in this connection. We have indicated a few of the possibilities.

—H. C. SHINN,
Engineer of Special Assignments.

War Left Overs

By

C. A. BURN, *Supervisor of State Labor*

At the close of the World War the War Department had large quantities of surplus equipment, including trucks, industrial railway and road building machinery. By an act of Congress, this equipment was turned over to the U. S. Agricultural Department for distribution to the several States for use in highway construction. Among the equipment received by New Jersey and used to advantage on the Budd Lake Job by the State Labor Forces were Nash Quad, Heavy Aviation, and Federal trucks, 25 in. industrial rail, Koppel dump cars, 24 in. gauge Plymouth Gasoline Locomotive, Hoisting Engine, Stiff Leg Derrick, etc.

Illustration No. 1 shows 3-ton Heavy Aviation truck, which the Highway Department had equipped with a Heil dump body, being loaded by the steam shovel in Smith's borrow pit. As the illustration shows, large quantities of rock were encountered in this pit, and, considering the character of the excavation and the roads which we had to haul over, these trucks gave very good service.



Illustration No. 1

Illustration No. 2 shows 2-ton Nash Quad, equipped with 2-ton Heil dump body, dumping material in McFadden's Swamp. These trucks have excellent tractive power, and were able to operate on days when it was impossible to move loaded rear drive trucks, but, on account of the rough hauling conditions and their complicated mechanical construction, they required considerable repairing.



Illustration No. 2

den's Swamp. These trucks have excellent tractive power, and were able to operate on days when it was impossible to move loaded rear drive trucks, but, on account of the rough hauling conditions and their complicated mechanical construction, they required considerable repairing.



The material-handling plant erected for the Budd-Lake Job where

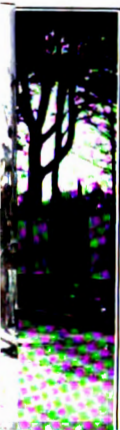
of New Jersey

Help Build Roads

Illustration No. 3 shows Plymouth Locomotive hauling 10 Koppel cars from the shovel pit. This method of excavation permitted us to operate on days when it would be impossible to operate with trucks or teams. There is another advantage in that after the excavation is completed the truck can be used to haul concrete materials.

A topographical survey of this site was made, and it was decided to design a plant which would permit sand and gravel to be dumped directly into the bins, or dumped so it could be placed in stock piles by the clamshell bucket and derrick.

Illustration No. 4 shows the complete operation of the material handling plant. A truck has completed dumping a load of gravel into the bins. The clamshell is filling the sand bin from the stock pits. A train of 7 cars, with the sand bin from the stock pits. A train of 7 cars, with two 1-yd. batch boxes on each car, is receiving its load of sand and gravel from underneath the bins through four



ing the sand bin from the stock pits. A train of 7 cars, with the sand bin from the stock pits. A train of 7 cars, with two 1-yd. batch boxes on each car, is receiving its load of sand and gravel from underneath the bins through four



Illustration No. 3

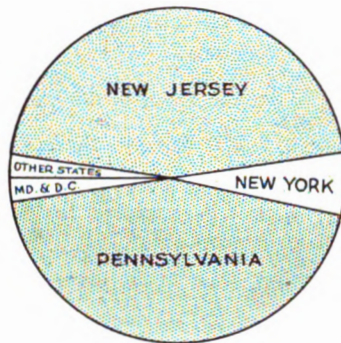
Hunt gates controlled by two men, while the front end of the train is being loaded with three bags of cement to each batch box. The time required by this method to completely charge each batch box with the proper amount of sand, gravel and cement is from 5 to 7 minutes for a



Illustration No. 4

7-car train, hauling 14 batch boxes.

Illustration No. 5 shows the train on its arrival at the mixer. Three men, not including the fireman, are required to handle the box, one on the off-side of the train to attach the yoke hook and help place the box on the car when



Census of Traffic, by States, over New Jersey Roads

New Jersey, 45 per cent.; Pennsylvania, 44 per cent.; New York, 6 per cent.; Maryland and District of Columbia, 2 per cent.; All other states 3 per cent.



Famous Sayings of In-Famous Highwaymen

You don't have to get your portrait painted nowadays in order to be done in oil.—*Motorist.*

COL. WHITEMORE—Ratified, Approved and Confirmed.

TOM WASSER—Do it now.

Ed. Reed—Is your report ready?

LEE GROVER—Sure, I will do it for you.

JACKE HAGIN—That certainly is swell.

NORM APPELEGATE—We can let you have a flivver.

GRACE WILLIAMSON—That must have been filed when I was away on my vacation.

ALEX MUIR—Hello! (said like a dog bark) Yes, this is Muir. (This seems to be his main line of conversation).

TOM WASSER (To H. C. Shinn)—*Red*, on the street, that attracted your attention indicates dangerous curves ahead. Watch your step!

emptied, and two to swing and empty the box and replace it on the car. The mixer fireman handles the raising and lowering mechanism, in addition to firing the mixer. The time required to lift a box from the car, swing it over the skip, dump and replace it on the car is from 25 to 35 seconds for each box.

The equipment used in handling and transporting the concrete aggregate from the plant to the mixer, at the present time a distance of about 2 miles, is three 7 car trains drawn by 3-ton Plymouth locomotives, a 3 drum hoisting engine, and a stiff leg derrick with a 48 ft. boom and a $\frac{3}{4}$ yard clam shell bucket.

The maximum day's run up to the present writing for an 8 $\frac{3}{4}$ hour day has been 273 ft, of 6 in.x8 $\frac{1}{2}$ in.x20 ft. pavement with 56 lb steel wire reinforcing, and a steel L construction joint, together with the installation of 10 steel dowels at each transverse joint.



surplus army supplies, and State Labor have been effectually employed.

The Highwayman

"Time"

An editorial by C. F. Seabrook, in "The Seabrooker" reprinted by request

There is more of *time* than of any other thing in the universe,—oceans of it, without shores, without a bottom.

And yet time is the one thing in the world you can least afford to waste.

It is the one thing that is eternally slipping away from you—that you cannot hold, grip it as you will.

It is the one thing you can not possibly get more than your share of—you can't buy, borrow, beg, or steal an atom of it.

The only thing you can do with TIME is to use it.

You have things you want to do, in your business, in your home.

Time is the raw material, the only material, you can whittle them out of. What will you *do* between three and five this afternoon, between seven and ten tonight, be-

tween nine and twelve tomorrow morning?

Will you mould and hammer those raw chunks of time into something concrete that will remain; or that will further your purpose to some future end?

Or will all that splendid raw material merely slip by you—like a river past a moss-grown, rotting pier—gone beyond all possibility of your use, forever.

Act quick! Press what you can from the passing hour, the speeding minute—for TIME is sweeping by in a torrents; it's burning up like a blazing oil well. And all the hours of all the yesterdays of a life time, won't furnish raw material enough to build a house of cards.

The time that's passing between your hands *now*, is the only time you can use. Make much of it!

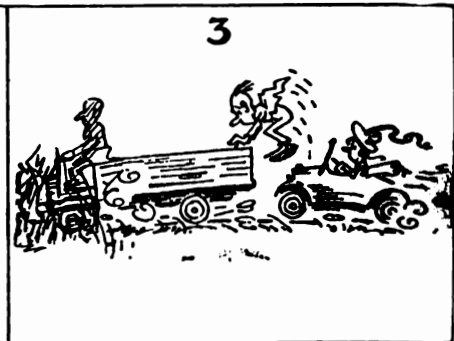
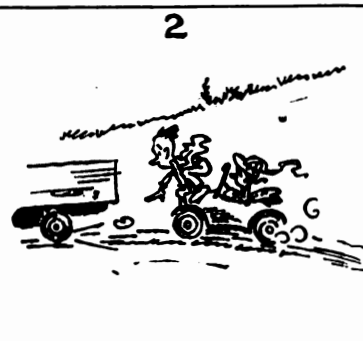
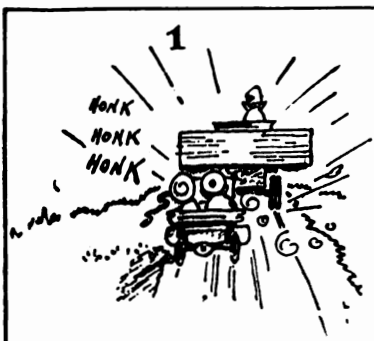
C. F. SEABROOK.

Programme of Road Construction

If the work which the Highway Department is doing could be *concentrated in one place*, you road users could get some adequate idea of the magnitude of the job which a year's road work means.

Spread, as it is, over hundreds of square miles, most people never see more than a fraction of it. Study the table below, and learn at least of the new roads in *your own section* of the State.

Route No.	Sec. No.	From	To	Length Miles	Type	Constructed By
1	9A	Rahway-Elizabeth		1.473	Warranite Bit. on Concrete Base	State High. Dept.
10		Rahway-Elizabeth		1.492	Warranite Bit. on Concrete Base	State High. Dept.
11		Rahway-Elizabeth		1.633	Warranite Bit. on Concrete Base	State High. Dept.
1		Hightstown-Millstone River		1.44	Concrete	State High. Dept.
2	1	Burlington-Roebling		5.00	Concrete	State High. Dept.
2	2	Roebling-Bordentown		4.044	Concrete	State High. Dept.
3	1	Ancora-Atco		2.571	Concrete	State High. Dept.
3	2	Ancora-Atco		2.376	Concrete	State High. Dept.
4		Absecon-Smithville		5.690	Warranite Bit. on Concrete Base	C'ty Reimburs'm't
4		Mullica River Meadows		2.414	Gravel	State High. Dept.
4		Job's Creek Bridge approach			Earthfill	State High. Dept.
4	3A	South Amboy		0.582	Roadway Concrete; Trolley Granite Block	State High. Dept.
4	4	Keyport		0.782	Concrete	State High. Dept.
4	5	Red Bank-Eatontown		3.626	Concrete base; Street Asphalt	State High. Dept.
5	2	Drakestown-Budd Lake		3.807	Concrete	State High. Dept.
5	2A	Hackettstown-Drakestown		2.795	Gravel	State High. Dept.
5	3	Ledgewood-Canal Culvert		0.927	Warranite Bit. on Concrete Base	C'ty Reimburs'm't
5	4	Madison-Chatham		2.90	Warranite Bit. on Concrete Base	C'ty Reimburs'm't
6		Woodstown-Mullica Hill		7.246	Concrete	State High. Dept.
6	5	Shirley-Oldman's Creek		6.812	Gravel	C'ty Reimburs'm't
6	7	Woodstown-Salem Road		3.987	Concrete	C'ty Reimburs'm't
6	4	Bridgeton-Shirley		7.54	Concrete	C'ty Reimburs'm't
6	4A	Bridgeton-Shirley		0.82	Concrete	State High. Dept.
8	5	Sussex-Unionville		7.03	Concrete	State High. Dept.
9	A	City of Plainfield, Union Co.		1.010	Bituminous Construction; Concrete Base	C'ty Reimburs'm't
9	1-2	West Portal to Perryville		4.1824	Concrete	State High. Dept.
10	1A	Arcadian Way to Fort Lee Ferry		1.095	Bit. Con. and Granite Block on Concrete Base	State High. Dept.
12	1	Pine Brook to Parsippany		5.438	Bit. Con. and Granite Block on Concrete Base	State High. Dept.
12	2	Parsippany to Denville		3.39	Warrenit Bit.; Concrete Base	C'ty Reimburs'm't
12	3	Phillipsburg to New Village		4.696	Concrete	C'ty Reimburs'm't
12	4	New Village to Marlatt's corner		4.214	Concrete	C'ty Reimburs'm't
12	5	Marlatt's Corner-Port Colden		3.62	Concrete	C'ty Reimburs'm't
15		Second Street, Millville		0.765	Concrete	C'ty Reimburs'm't
New Lisbon-Four Mile Road					Gravel	State High. Dept.
Woodbridge Ave., Rahway					Concrete	State High. Dept.
Institutional Roads						



How to Pass a Truck!—Directions furnished by Fontaine Fox.

of New Jersey

Township Roads Under Construction or Completed, Year 1921

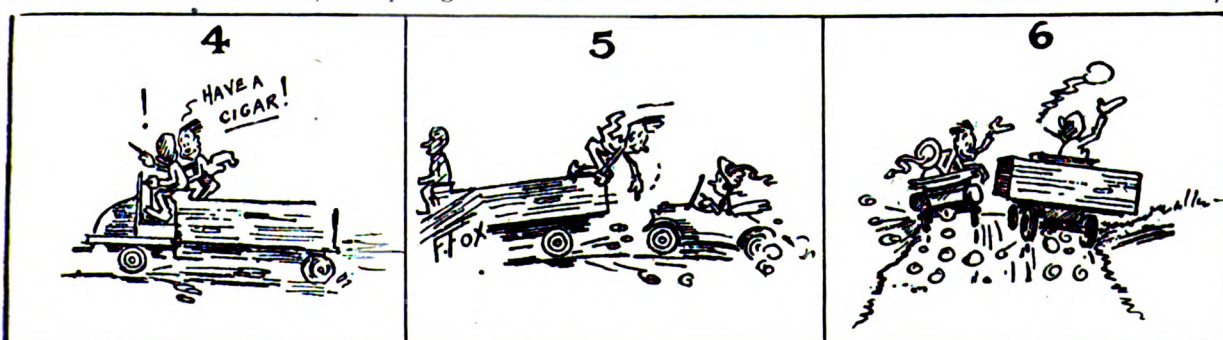
County	Name of Road	Type of Pavement	Kind of Job	Length
Atlantic	Weekstown Road	Gravel	Force account	5.00
Burlington	Browns Mills-Pointville Road	Gravel	Contract	1.50
Burlington	North Pemberton Road	Macadam	Contract	3.63
Burlington	Lower Bank Road	Gravel	Force account	2.00
Camden	Berlin-New Freedom	Gravel	Force account	.875
Camden	Braddock Ave.	Gravel	Force account	1.50
Cumberland	Mauricetown-Millville Road	Gravel	Force account	1.00
Cumberland	Centreton Road	Gravel	Force account	2.00
Cumberland	Deerfield-Seeley Road	Gravel	Force account	2.25
Cumberland	Husted Station, Route No. 6	Gravel	Force account	2.50
Cumberland	Parsonage Road and Deerfield Pike	Gravel	Force account	1.50
Cumberland	Newport Road (Sec. 2)	Gravel	Force account	1.00
Cumberland	Fairton-Herring Row School House	Gravel	Force account	1.50
Cumberland	Springtown-Salem Road	Gravel	Force account	3.75
Cumberland	Beebe Run Road	Gravel	Force account	4.00
Cumberland	Chestnut Ave.	Gravel	Force Account	
Cumberland	Roadstown-Jericho	Gravel	Force account	1.10
Gloucester	Pedricktown-Center Square	Gravel	Force account	.75
Hunterdon	Croton-Quakertown	Macadam	Contract	3.228
Hunterdon	Baptistown-Barbertown	Macadam	Contract	2.25
Middlesex	New Market Ave.	Water Bound Mac., Surface Treated	Force account	1.00
Monmouth	Clarksburg-Paradise Cor. Road	Gravel	Contract	1.25
Monmouth	Deal Beach Ave.	Gravel	Force account	.25
Monmouth	Wickapecko Drive	Slag with Clay Binder	Force account	1.0
Monmouth	Sixteenth Ave.	Gravel	Force account	.50
Monmouth	Spring Lake Sta.	Gravel	Force account	1.00
Monmouth	Wooley Corner-New Bedford Hotel	Gravel	Force account	.50
Morris	Ralston-Gladstone	Macadam	Contract	2.3
Morris	Naughtright-Bartley	Macadam	Force account	3.32
Morris	Schooley's-Mt. Pleasant Grove	Macadam	Force account	2.54
Salem	Auburn-Penns Grove	Gravel	Force account	2.5
Somerset	Gladstone Pottersville Road (Sec. 2)	Macadam	Contract	.524
Somerset	Bernardsville-Loganville	Macadam	Force account	1.5
Somerset	Liberty Corner-Bernardsville	Gravel	Force account	2.5
Sussex	Montague-Port Jervis Road	Gravel	Contract	6.84
Warren	Mt. Herman-Blairstown	Macadam	Force account	
Warren	Hope-Great Meadows	Macadam	Contract	2.4
Warren	Hope-Mt. Herman	Macadam	Force account	2.00
Warren	Warrington-Delaware	Macadam	Force account	

State Aid Roads Under Construction or Completed Year 1921

		Type of Pavement	Length
Bergen	Bulls Ferry Road-Fairview Boro.	S. A. on Mac.; Trap Rock Block on Conc.; Reinf. Conc.	.897
Bergen	Cherry Lane (Lincoln Ave.)	3 in. Sheet Asphalt and 6 in. Macadam Base	1.11
Burlington	Hamilton Corner-Roebling	Reinforced P. C. C.	.6
Camden	Clements Bridge Road	One Course Concrete	1.17
Camden	King's Highway	Reinforced Concrete	1.00
Hudson	Passaic Avenue	5 in. Granite Blocks on 8 in. Plain Cement, Conc. Base	.58
Hudson	Schuyler Avenue	3 in. Sheet Asphalt on 7½ in. Crushed Stone	2.22
Middlesex	Blazing Star Road, Roosevelt Boro.	B. C. Grade W. on Concrete Foundation	0.741
Ocean	Jackson's Mills-Von Hiseville	Compacted Gravel	2.96
Passaic	Marshall Hill, Alcott & Union Valley	Macadam with Bituminous Dressing on Broken Stone	1.978
Sussex	Fredon-Newton Road	Grading Only	3.39
Union	Chestnut Street, Roselle Boro.	Portland Cement Concrete	1.21

Motor Vehicle Aid Roads Under Construction or Completed Year 1921

Burlington	Burlington-Mt. Holly	2-1½ in. Courses on S. A.	7.11
Camden	Market Street	Found. wid'n'd with Telford 2 course B. C. on 1½ in. Mac	1.14
Camden	Wellwood Ave.	Compacted Gravel	.5
Gloucester	Crown Point Road (Sec. 3)	2½ in. Amiesite Compacted	.74
Gloucester	Westville-Glassboro (Sec. 2)	Sheet Asphalt, 1½ in. Bottom, 1½ in. Top	2.43
Hudson	Belleville Turnpike	2 in. Bit. Concrete on 5 in. Broken Stone	.2
Hunterdon	Main, York & Bridge Sts.	3 in. Sheet Asphalt on 6-8 in. Rebuilt Sub-Base	1.22
Middlesex	Jackson St.-South River	2 in. Bit. Concrete on 6 in. Concrete Base	.442
Sussex	Munson Ave.-Ogdensburg	Bit. Macadam Penetration on Gravel Foundation	1.23
Warren	Morris Street, Phillipsburg	One Course Reinforced Concrete	1.17



With some truck drivers, however, a gun is more effective than a smoke!

ALONG THE ROAD



Plan a Run for Hallowe'en

Maybe "the old nest" is too far away for you to get there and "drop in" to surprise the folks on Hallowe'en.

And maybe it isn't!

Look up the location on the new road map you'll find on the back of this month's "Road Tips", and see if there isn't a good stretch of concrete, or other hard-surfaced road, between you and *there*.

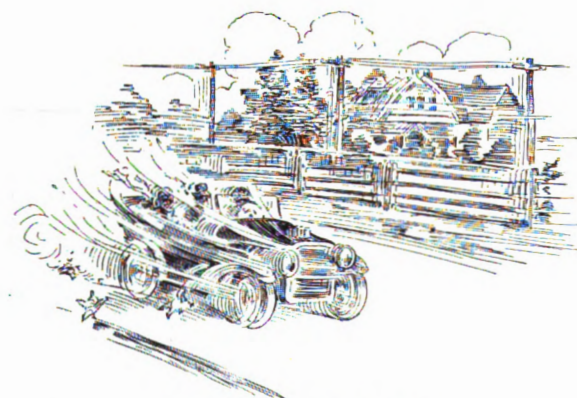
A little trip like that would do you and the whole family good.—An afternoon going, say; an evening and morning with the folks, and back home by night. Or a real "week-end", from Friday to Tuesday.



Don't you find it handy to have the "Detours up-to-date" service, that you are getting in Road Tips, especially with the new road map on the back?

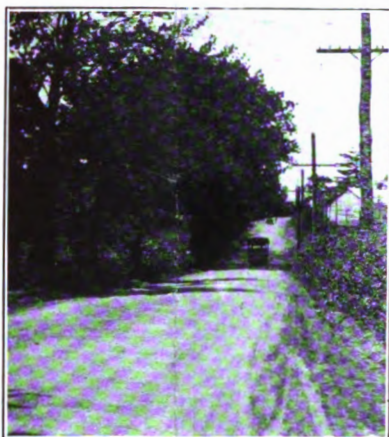
If so, why not put your friends wise to this service, which costs but a one-cent postal per year?

For that matter, *you* can send us the names of some of your motoring friends; and we'll gladly have THE HIGHWAYMAN stop and see 'em next month!



"Seeing the Country!"

These beautiful autumn days—and the way some drivers "enjoy" 'em!



What better time of year to go adventuring in search of new roads and new places

Concrete Philosophy

by
Corduroy Ike

Of course it's always the other fellow's fault—but remember that sometimes *you* are the other fellow.

Ever notice how a little oil will smooth the old engine out when she's all het up an' running hard? It's much the same with folks—SMILE!

Gosh, when they get those new color-band signals working, how is a color-blind guy going to know whether he's going north, east, or sou'west by east? It'll be like having a dry jag!

Ever try to drive a machine containing one of those free-advice birds who insist on telling you every time "there's a car coming"; or when they would "put her in low"? There's only one other equal excuse for homicide—that's the fat lady right back of you in the movies who persists in reading all the captions out loud!

Usually it's the party who's to blame for the accident that yells loudest for damages.

Ford's got another idea for "increasing output". He's gonna leave the engine off the front; put handles on back, and sell 'em for perambulators.



Weary Walker—"Gee whiz! Dis is soitenly gonna raise 'ell wit me coast-to-coast record!"

Road Tips



MONTHLY BULLETIN OF DETOURS

Adopted by the New Jersey State Highway Commission
Corrected to October 3, 1921

All detours posted with signs and blazed with "Arrows"

(Color signals to right will be used along all State roads as soon as possible.)

ROUTE NO. 1—Rahway-Elizabeth: Union County

From Rahway Avenue or Route No. 1 in Rahway, over Milton Avenue to Irving Street, thence through Irving Street to Elizabeth Avenue, thence through Elizabeth Avenue to Grand Street, thence through Grand Street to Edgar Road, thence through Edgar Road to Washington Avenue Elizabeth, thence over Washington Avenue to South Street, then over South Street to Route No. 1.

ROUTE NO. 4—Red Bank-Eatontown: Monmouth County

Leaving Red Bank via Pickney Road, Oceanport Avenue to Little Silver, Little Silver to Oceanport to end of concrete pavement leading to West Long Branch.

ROUTE NO. 4—Absecon-Smithville: Atlantic County.

Via Pitney road, Absecon to Port Republic.

ROUTE NO. 5—Budd Lake to Hackettstown: Morris County

Not necessary to detour. New construction is completed along line of the old road. Present construction being along new right of way.

ROUTE NO. 6—Mullica Hill-Bridgeton: Gloucester, Salem, Cumberland Counties

Leaving Mullica Hill via Commissioner's Road, through Lincoln and Daretown to Aldine; then east on Shirley-Elmer Road, a distance of about two miles; then south on Burlington Road to intersection of Route 6; following Route 6 to intersection on Finley Station Road, then turn on Finley-Station Road to the intersection of Deerfield Turnpike (the present detour) then to Bridgeton. Effective September 15th.

ROUTE NO. 6—Woodstown-Salem: Salem County

South bound traffic through Woodstown via Sharpstown to Pointers and Salem. North bound traffic Welchtown via Fenwick to Woodstown.

ROUTE NO. 8—Sussex-Unionville: Sussex County

Not necessary to detour, as the present road will be kept open and maintained for traffic during construction.

ROUTE NO. 9—Perryville to West Portal: Hunterdon County

Via Clinton, Glen Gardner, Hampton, Asbury, West Portal.

ROUTE NO. 10—Arcadian Way to Fort Lee Ferry: Bergen County

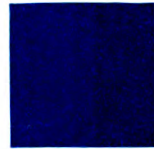
Not necessary to detour as entire construction is over new right of way.

ROUTE NO. 12—Denville-Parsippany-Pine Brook: Morris County

Denville, Tabor, Morris Plains, Morristown, Whippany, Hanover, Livingston, Essex Fells, Pine Brook.

ROUTE NO. 12—Phillipsburg to Port Colden: Warren County

Phillipsburg, Bloomsbury, West Portal, Washington, Port Colden.



This color [blue] on posts or signs indicates that road is running *North* and *South*



Red shows that it lies *East* and *West*

While yellow tells you that it takes a *diagonal* course



For You— "The Highwayman"

Do you use roads? Do you want to know where they are being built, and what detours to take, each month?

Then send, TODAY, to

The Highwayman
New Jersey State Highway Department
Trenton, N. J.

Just ask to be put on The Highwayman's list. A postal will do.

Turn Over!

On the Back You'll Find the Map.

